THE PLEASURES OF TRAVEL IN AN ENGLISH CARGO STEAMER.

From New York to Rto, and Back Again from Argentina The Frank Discourtesy of the British Skipper-Why He Doesn't Core to Carry Passengers-An Entertain. tag Detusion in Regard to English Stordtack-A Study of the English Tart-Conl Dust - When a Passenger to an Ass.

This is the story of what one may see and learn when travelling to and from Brazil and the Argentine in an English tramp steamer. Time was when the voyage could be made as far as Rio Janeiro under the American flag, in ships built to carry passengers as well as freight, but if one can believe half the stories the coffee merchants of Rio tell, that line was robbed by its Rio employees until it was cut all to pieces. When, in the month of November, 1803; THE Sun decided to send a reporter to Rio, where the Brazilian navy was striving to overthrow were no passenger steamers running from the States to any Brazillan port. Tramps -that is, cargo ships-ran with considerable regularity, however, for Brazil was a good importer of Uncle Sam's food products, while all the rest of the world put together. It was necessary that I should take the first steamer, and finding one advertised I went to her agents. Their reply when I asked the price of passage was very much like the reply a Spanish-American makes when an Englishman wants to buy omething. They said:

"The price is \$160, but we do not carry pas-

Excuse me, but I do not quite follow you. You have a price, but do not take it when offered

you?" said I.
"Not exactly that. Our ships are not fitted for passenger traffic, and we do not want passengers. There are several spare staterooms on the ship bound out Thursday, however, and we could carry a few; but if you go you must put up with ship's grub and ship's accommodations, You will live just as the officers do, and will not have either the table or the attentions you would expect on a passenger ship. Moreover, you will have to sign as one of the crew. We can carry a purser, for instance, but the law governing passenger traffic prevents carrying you as a passenger. In fact, we don't want an passengers at any price, but to accommodate you we will take you as purser for \$100." That was not a pleasing condition of affairs but

there was no other way of getting to Rio, so I paid the gold, and on a cold, windy morning made my way to a pier at Martin's Stores over in Brooklyn. The route to the pier lay through tunnel that pierces the stores, and with westerly wind blowing that tunnel is the coldest spot in the metropolis. I got on board ship with my teeth chattering, and there I met the stew I. He was more cordial than the agent of the line had been, but he was very sorry to say there was no way of warming either the staterooms or the saloon. The ship was built for in the tropics, and special attention had been paid to ventilation. In fact, she was almost as well ventilated as the tunnel that had chilled me so, and I was glad to escape ashore again to a hotel to await the hour of sailing.

Now, because she was a cargo ship and because a few barrels of flour had failed to arrive, the sailing hour was postponed twice, and it was not until the morning of the second day after the advertised time that we finally backed out from the pier and headed away south. She was a typical trainp of the old style. The cabin was built on deck aft, the forecastle on deck in the bow, and little rooms for engineers, mates, and petty officers were amidships opposite the gngine room. There were high bulwarks -she had what s called a well-deck, so called because the space between the bulwarks was like a well and in a gale of wind would hold something like 500 or 800 tons of water. She was built on the model of a canal boat, and by burning about twentyfour tons of coal per day could travel eight and a half knots an hour in a smooth sea. The modern tramp, it may be said by way of comparison, three times as much cargo as she could, and travel ten knots an hour with it on thirteen or fourteen tons of coal a day.

On an examination of her cabin it appeared that it had originally been designed for a small passenger traffic. She had a saloon with two tables, each of which would accommodate twelve people comfortably, while the staterooms had bunks for twenty-four people. There were benches at the tables instead of chairs, however, a fact which the Captain explained by saying that the chairs originally there had been washed out by a wave that boarded her from storn, and as she was then old-fashioned it was

goods. The Captain had never been accustomed to the pure quality or hard tack, and so did not like it as well as the class he had used. Meantime we had had at the breakfast table

one day a little talk about other kinds of American food, He wanted to know if I had travelled out of the States much, and when I said I had been away about haif the previous year he brightened noticeably and said: "Were you, though? Then you do not mind

having no pie, ch? "No," I said. "I have become accustomed to other kinds of food."

"I'm glad you don't miss it. Could you ex-

plain, now, how you Americans ever acquired such a habit?" Why, I don't know, unless it was because flour was always cheap, and berries and pump-kins cheaper. We're an economical people, you know, and outside of the cittes berries of some kinds grow everywhere, and any one can have them for the picking. So flour and perries make a cheap change in the scant bill of fare of all Americans living in the country, and when we come to the city we have the same tastes."

"Ah! I suppose so. But I never could acquire the habit of eating pie for breakfast. I have tried your pies in the restaurants; the pumpkin ple is not half bad."

That day for dinner the steward, who had served a pudding of some kind after each midday meal to far, seked us whether we would have pudding or cranberry tart. Every one at the table said tart, and tart was brought. People unfamiliar with the art of English

cooks will be interested in the description of the sort of pastry which they call tart, and which they serve after dinner. The steward at my request took me to the cook's department, where I saw a tart made. The cook had mixed a stiff dough which he said consisted of flour, water, lard, and a pinch of ralt. A handful of this dough was placed on a board and flattened out until it was an eighth of an inch thick, of circular form and ten inches in diameter. This he placed on a shallow tin plate of the same diameter, which he had previously greased with lard. Then he patted the dough down until it assumed the form of the plate. Then he took from a locker a tin can, which, on spening, was found to contain cranberries. Fno berry sauce was poured in to fill the doughlined dish, after which a handful of granulated sugar was sprinkled over the fruit. Some more dough was now rolled out thin and cut into strips a quarter of an inch wide (I was careful to take measurements with a pocket rule, because the matter of tart seemed very important). and the strips were laid over the fruit in the dough-lined tin plate in a criss-cross or gridiron fashion, the ends of the strips being united with the rim of dough by a pinch of the thumb and finger. This done, the whole thing was put into a hot oven and baked.

In the course of the voyage a great variety of what he called tinned fruits were used by the cook in making tarts, and all the tarts were made exactly as the one here described. Having travelled somewhat beyond Uncle Sam's domain, and so having learned to accustom myself to foreign-made dishes. I had no trouble in learning to eat the English tart in place of the Yankee berry pie.

The Captain sat at the head of the table, of course. Being the only passenger I sat on his

the Yankee berry pie.

The Captain sat at the head of the table, of course. Being the only passenger I sat on his right, and the chief officer at on his left. The second officer at next to the chief, and a junior officer on my right. One of the juniors always had the bridge at meal time. There was nothing specially noticeable in the service, but the officers all held their knives when cutting meat precisely as the majority of people hold a pen when writing. I do not mention this by way of criticism; very likely the Prince of Wales holds his knife so. I never saw the Prince at the table, and so must confess that I do not know what the proper English form is.

The voyage was, as all voyages to the tropics must be, a rapid transition from winter to spring and from spring to summer heats. We started with a piercing March like wind chilling the blood as we steamed down the Narrows. In twenty-four hours there was a suggestion of a thaw in the air; we felt like looking for the early bluebird to appear. And two days inter stiff the men were dressed in cottons and washing down the decks barefooted. A rose that flush warmed the pathway of the rising sun, and at night the western sky was covered with the glorious beauties that hover around the train to the Tehuelche home of the soul. The rainbowhued nautilus drifted by on sunit waves, and flying itsh in shoals skurried away from the steamer's bow as if she were a glant bonite. To lounge in absolute idleness in a steamer chair under the shade of the awning, and gaze without a care at the blue waste of vaters, and so dream as a poet might do, or let the mind lie as idle as the hody—that is something worth the attention of men wio find the strain of Jusiness cares frekome.

But let no one secking such a rest take his sea

cares irksome.

But let no one seeking such a rest take his sea voyag, because and postamer bound on a long voyag, because and postamer bound on a long voyag, because will settled in his chair. Teople whose seafaring experiences are limited to voyages not to exceed two weeks in jength are probably for the most part entirely figurant of the miseries entailed on everybody aboard ship when it becomes necessary to work the coal. Within a week atter leaving New York the men cam aft and took off the hatch just forward of the cable, and we saw that the hold below had been divided by a temporary bulkhead so that seed divided by a temporary bulkhead so that seed divided by a temporary bulkhead so that seed the case of the cable with the bounders to the case of the cable with the bunkers the coal in the hold was now to be transferred to keep the bunkers full. Single blocks were secured to the gaff above the hatch, and ropes rove through these were hooked to baskets filled with coal in the hold and theother end taken to an old style cog-wheel winch. The winch throttle was onened, and with a crashing whirr the baskets were holsted up above the hatch. Then they were lowered to little trucks so that the men could wheel them forward and the call the most of the workers and caressed the baskets of coal and loaded tiself with black impelpable powder. Then it passed on to the cable and caressed the hangings and the marble walls and the table linen and the uttermost crevices of the statecooms, leaving the dust wherever it went to mark its trail. The naphths gave a deeper hus to the lips when we used them at the table, and the darkened teatures which novellats say and the darkened features which novellats say it anywhere, and there was but were transferring coal from the wind was not unhealthy. And it remained with us all that voyage. Singular as it may seem, this working the coal is not peculiar to carco ships running to South America. In the steamer Magitalena, a ship built for the passenger trade between England and the Miver P

perispeed in securing a direct passage will be found of especial interest in connection with what has already been said to all who are anylous to promote state between the United States and the Brazils or the River Plate. There is, or was then, a house that at fairly regular intervals despatched a chartered English strams from New York direct to the River Plate, to return by the way of Rio Janeiro, where a cargo of coffee could always be had. When I was result to sail for home I found one of their steamers advertised for the passage, and the advertisement said that a limited number of passengers would be carried, it was on a Sunday morning when I went to the office, but such offices are always open on Sunday morning when I went to the office, but such offices are always open on Sunday morning when heat day I went there as directed, having visited the ship meantine, and found that she had a very well-arranged, if small, cabin. To my surprise I was told that I could not go in her. She had I'll one spare stateroom, and that the Captain was to occupy, because he had given up his count to two ladies who were going. He declared to share his room with a possenger, this was try disappointing; she was the first steamer to sail, and I had been away from home hearly eight months, so I offered to sleep on the lounge in the cabin. The agents seemed pleased at this; but when the Captain came in he electined to let me go even so, saying in a shifty our of way that I would be uncomportable, and so would think hit of the ship ever after. The thought that he had a personal distinct to let me go even so, saying in a shifty our of way that I would be uncomportable, and so would think hit of the ship ever after. The thought that he had a personal distinct to let me go even so, saying in a shifty out of way that I would be uncomportable, and so would get into print, but that he denied. Then the more agreed to share his room with new thought that he had a personal distinct of the yand so would get into print, but that he denied. Then

going to do anything to take a terthine out of the emers' pockets. It's all very well for the Yankeses to get their \$160, but we don't want any passengers, and we're not going to take them if a van prevent.

"But why did you give up your room to the ladies then?" said!.

"I got \$50 for that. That made a difference." I went on beard on the afternoon of June 28, very glad to have secured passenge on the first steamer tound for New York. I expected to reach home at least one day sooner than I could have done by taking a fast steamer to England and going thenee to New York, but as the even proved I could have saved at the very least ten days by going the long way around.

As vaid, it seems to me that these details are of special interest to the manufacturers and merchants of the United Nates who would like to do business with the part of South America under consideration. The Italians have a line of steamers that run from Buenos Ayres to Genea in eighteen days. The English ships now make the passenge in as brief a period as twenty-one days. The French do about as well. All of these European steamers are well fitted for all classes of passengers. But from New York to Buenos Ayres direct the passenge is made in a blunt-nosed English tramp that may do the trip in thirty days and may not. She may come back in thirty days and may not. She may come back in thirty days and may not. She may come back in thirty days and may not. She may come back in thirty days and the one I came in, for I went on board on June 28 and 1 landed on Aug. 9. And my ship was flying the blue pennant of the United States Post Office, too. And wet the best market for the lides of the Arcentine pampas, and the coffee of the Brazilian hill sides, is right here in Uncle Sam's domain. There is, for instance, one house in Chicago that roasts Loob bags of Brazil coffee every working day of the year. How can the American merchants establish friendly relations with River Plate louses when the River Plate is untitle if any better.

Of the incidents of the p

will understand the trouble we would have had in case a cyclene came along.

When near the Bermudas the famous dereliet Fannie E. Wolston was passed. As illustrating the character of the lookout kept, it is worth saying that although the Captain and his three mates were on deek and ar able seaman was at the wheel on the bridge, no one of them knew the wreck was in sight until I went forward from the poop deck to the bridge and called the Captain's attention to it. These matters are not mentioned out of any personal ill feeling toward the Captain's attention to it. They all treated me with temarkable consideration and did everything to make me comfortable. I desire only to show the conditions of travel lotween New York and the River Plate.

With this end only in view I must relate one other incident of the passage. A week or so out from Rio the rudder chains got lose, and because of the vibration of the ship they rattled and banged about over the room the indies occupied so badly that the ladles were unable to sleep.

WONDERS OF BIRD BRAINS.

each other, with never a peep or bit of sound of any kind to enliven the occasion.

WONDERS OF BIRD BRAINS,

IDEAS IN PLATIEURED HEADS ARKS
TO 11008 to N MEX.

Since their Bease Line. Describes et a "Hore-deven," and The Twens at dis.—Morrish the seed of the

dous chorns, and where a number of flocks are found within call of each other they take turn one after another in their song.

One of the most beautiful birds known to troplical America is the iacona, a sort of snipe found along the streams all the way from Mexico to the Riter Piate and in unusually great numbers along the outet of Lake Nicaragua. There is a silky sheen to the feathers, which are chiefly green and gold and chocolate brown, and there are not noticeable after on the sheet way in the birds have selected mates. The notion that the Brash and gold and chocolate brown, and there are not noticeable after on darky hoesdown, or the bower birds busined their paythons in order are such shadings of one color into another in better description of the birds can be given than to call them living bouquets.

As the steamer goes up the Rio San Juan they may be seen in pairs frequently, either feeding along shore or flying, and they are always very attractive. But if the traveller is lucky he may be seen of the birds suddenly gather from up and down the river at some open place and such costs. The roll is the steamer goes up the Rio San Juan they may be seen in pairs frequently, either feeding along shore or flying, and they are always very attractive. But if the traveller is lucky he may be seen in pairs frequently, either feeding and flutter in time to the music, and there form, loving control of the birds and their fon-loving errors, and that is, thut the birds have are lates of the streams and the particle and the proposed of the birds and there form a most curious spiral that the final hypnotizes are rest, so to speak, and leads them on this laborious chase from love of great medicine. The stand the fact has been and the birds have selected mates of the streams and the series of the streams and the particle series and them on loving creams and the native young wonters and the particle series and the product of the River Place and the particle series and the product of the River Place and the particle series a

log cabin on the Mohawk River in the old days, and the Pueblas of New Mexico, were no natter for the purpose, and they were certainly, never decorated so well. The painted skin tente of the plains Indians showed a barbario love of color that is just about to be compared with the artistic tasts of the hammer bird. Birds, as well as human beings, have a knowledge of the metal, and are blessest with an artistic sense.

There is a-pienty of other feelings that are common to human beings and birds, and the birds, like human beings, take action according to their feelings and thoughts. There is, for instance, the fear of a snake. Human beings in the old days probably were persecuted by antesticularly members as three are now persecuted. The traveller who objects the 1sthmus of Tehuantepec will find their hanging nests on the ends of the smooth and almost leafless limbs of a kind of tree that towers high in air above the survainding forests in order to escape trace-climbing snakes, have taken to the telegraph wire of the railroad and the line to Dasaca instead. The writer has seen a score of nests hanging from the wire between two poles. There, at least, is a place where the bird is wholly free from its lored line in the problem is seen to the bird is wholly free from its lored line.

only then, after giving them a great fright, sails away to reput the action sisewhere.

By returning once more to the woodhewer family we will find one trait that is remarkable in its similarity to one in human beings. These directions are family one in the annual beings. These directions are family one in human beings. These directions are family one in the Andes. No doubt they are on the Antarcta continuit. "Their life is one of perpetual danger, while an exclusively its of the family of the fam

COUISTANA BAYOUS CHOKED BY A & NO-CALLED WATER LILLY Water Hyneinth from Colombia that Has Grows so Rapidly that It Impeles Navi NEW ORLHANS, Feb. D .- If the flussian thistle question comes up in the next Congress on an application for an appropriation to destroy it, it s likely to have a companion in the so-called water illy " which is overrunning Louisians, and which, if it continues to grow as it has been spreading of late years, will soon prove a very serious nuisance. The United States spend a large sum annually to keep the Mississippi and its tributaries clear of snags and stumps, having a regular snagboat service for this purpose When it undertakes the removal of the water liller, which it probably will be compelled to do sooner or later, it will find the removal of snage and stumps a trifle in comparison.

The water illy, or, more properly, the water

hyacinth, is of revent origin in Louislana. It is said that a man from New Orleans visiting Colombia three years ago was attracted by very pretty squatte plant he found growing in a tub at the residence of a rich planter. He brought some bulbs of the plant home and grew them in his front yard. Nothing was heard of the water hyacinth for some months afterward. It is not known how it spread, but about two years azə patches of a green sea weed, with a very brautifut pale blue or purple flower, were and floating in Bayou St. John, which connects New Orleans with Lake Pontchartrain The patches grew rapidly larger and got so thick and dense as to look like floating islands, The roots matted together, and the dark olive green leaves so concerted the water from view that one might easily have been tempted to walk on it as solid ground. Within one summer the Illies had grown so dense as to interfere with the navigation of the bayou, and large quantities of them were dragged out and piled on the bank. The lily question soon became an Important

THREATENED BY A FLOWER

popular issue in New Orleans. The people living along Bayon St. John and in its neighborhood protested that the lilies caused an odor which was most offensive to them, and that when the wind blew from the direction of the bayou it became almost insupportable. The Board of Health appointed a Commission to examine the matter. The Commission found that the plants were not lilles, and that they did not cause the odor. It declared the illies innocuous to the public health, although a serious hindrance to navigation, and declared their removal unnecessary. This was a year ago. Since then the lilies have ettracted less attention, but they have become steadily worse, and are seriously impeding ravigation. Just at present they are probably not so conspicuous as they were last fall. for the freeze has caused their leaves to fall off, but the roots and bulbs are there, and when the spring comes around Louisiana will be able to see how the lilles have gained on it. They have

but the roots and builts are there, and when the spring comes around Louisiana will be able to see how the lilies have gained on it. They have overrun the entire country around New Orleans. Its fifty miles of canals are so overgrown with them that not a drop of water can be seen, and the canals look like prairies. The swamps are hidden from view by the dense growth of the lilies. The new canal and Bayou St. John are hidden from view by the dense growth of the lilies. The new canal and Bayou St. John are nearly dammed up with them. In Lake Pontchartrain immense masses of lilies are floating, wated hither and thitter by the wind and fide, and foretelling the day when the lake will become a Sargosso Sea. The lilies floated thirty-five miles across it last year, and now the steamers gring up the beautiful Thefuncta River have to force their way through a solid field of lilies.

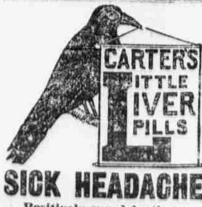
Last year the lilies made their appearance on the other side of the Missussipp, and 100 miles west of New Orleans. Here they are doing even more harm than in New Orleans, for they are threatening to strangle the lumbering industry and interfere with other pursuits as well, and to rula the deatinage of the country.

In Terrebonne parlsh, for instance, the lifty has grown so serious a nuisance that the Police Jury, equivalent to Country Commissioners in other States, recently met to decide what should be done to check the evil. Terrebonne is enturp by innumerable beyous, upon the banks of which the population mainly lives, and which furnish the chief means of communication of the parish. The lily reached there over a year ago. It has now completely docked up portions of Bayous Teche, Chène, and L'Ours, Lower Hayon Black is closing up, and the sawmilla at Gibson City find it impossible to floating the was organized on Bayeu Chene and a considerable sum raised to fight the lilies. Men were employed to cut them out with books and drag them to the banks in order to keep the considerable sum raised to fight the lilies. Men were employed to cut them

whose sole duty it shall be to see that no liliv floats or is carried into the waters of the Black. Unless this is done, the sawmills doing business on that stream will be compelled to suspend operations.

Terrebonne is a fair sample of all the lower parisines of Louisiana. All the others are threatened in the same way, and as the illy seems to be travelling at the rate of 100 miles a year, it is simply a question of time when other States begin to unfer from this misance.

What the habits of the lily are in its Colombian home are not known, but in this climate it seems to have gathed new vigor and strength. As about 20 per cent of the area of Louislana is water, and hearly all the streams sluggish, with scarcely any current, it seems to be simply a question of time the stream sharpish. The plant grows with unexampled rapidity. At two weeks old it is two fact in length. In a month fine wiry roots run from the plant to the bottom of the stream. A thick mossy substance forms around their roots, which begins growing at the lower portion of the billy when the plant is young and increases in its downward growth as the plant are well and had a she cannot get through. From this mass stray lilles are broken off by the wind or the current. These float a few miles, throw out their roots, anchor there, and become the nucleus for a new growth. The rich decayed vegetable matter that is drained from the swamps into the streams of lower Louisiana scens to invigorate the lilly, and that and the summary in the stream is becomes a land plant. In Hayou then reason why the water hyacinth has become so much more vigorous a plant in this country than it is in South America, where it is an innocent pond ornament. In Louisiana it as each change all its habits. After filling up the stream it becomes a land plant. In Hayou then it grows then and twelve feet above the way of destroying or even checking it, and the people do not seem to realize the danger abead; indeed, because the unpercedentedly void winter has checked its raveges consi



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